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John R. Cooper
Transportation Director

June 14, 2011

The Honorable Don Barnwell, Chairman
Marion County Commission
Post Office Box 460
Hamilton, Alabama 35570

**Subject: Annual Inspection Report
Marion County (Rankin Fite Field) Airport**

Dear Mr. Barnwell:

An inspection of the Marion County (Rankin Fite Field) Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on June 8, 2011. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the Marion County (Rankin Fite Field) Airport. As noted in the report, the airport meets the requirements for the issuance of an operating license. However, there were some items noted that relate to the maintenance of the airport that require immediate attention and others that require planning.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO
Mr. Ryan Reed, P.E., Garver Engineers
Mr. Mike Shaw, Marion County Engineer

ANNUAL INSPECTION REPORT

June 8, 2011



MARION COUNTY
(RANKIN FITE FIELD) AIRPORT
HAMILTON, ALABAMA

**Annual Inspection Report
Marion County (Rankin Fite Field) Airport
Hamilton, Alabama**

June 8, 2011

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Introduction

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Marion County (Rankin Fite Field) Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on June 8, 2011.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Plan (ALP) dated August 2005.

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License Status

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on June 8, 2011 it was determined that the airport **meets** the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

State Licensing Standards

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results

- The approaches to both runway ends meet licensing requirements.

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Photo 1



Approach to Runway 18

Photo 2



Approach to Runway 36

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2. Primary Surface Administrative Code 450-9-1-.12(2)

State Licensing Standards

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

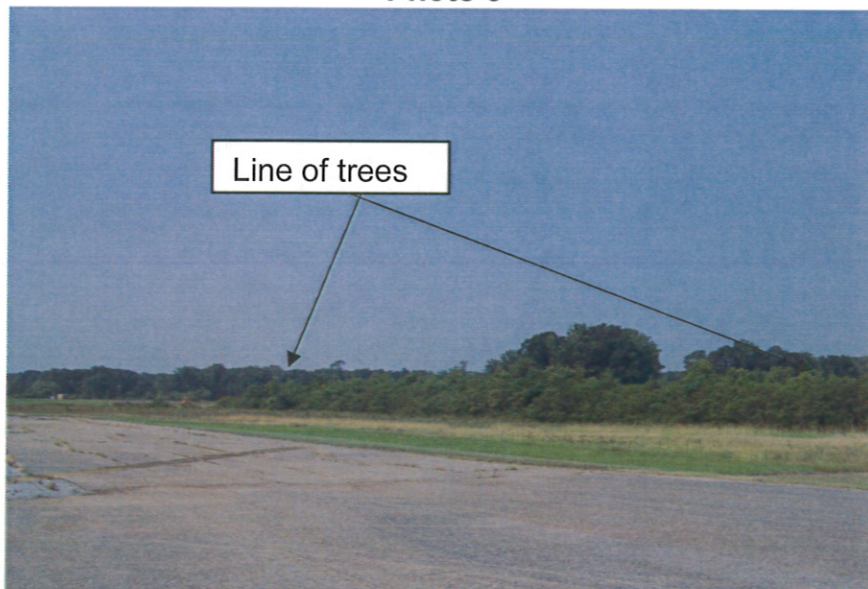
Inspection Results

- ➔ The Primary Surface was inspected and found to meet State licensing requirements.

Maintenance

- ➔ Trees are growing within the required FAA Object Free Area which extends 250 feet each side of the runway centerline and 300 feet past each runway end.

Photo 3



Tree line is located along the west side of the runway near the Runway 36 threshold.

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Required Action

- ➔ Remove all growth from within 250 feet each side of the runway extending past each runway end 300 feet.

3. Runway Safety Area Administrative Code 450-9-1-.12(3)

State Licensing Standards

- ➔ Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results

- ➔ The Runway Safety Area was found to meet State licensing requirements.

4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards

- ➔ Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results

- ➔ The runway markings are in Good condition on most of the airport due to a recent cleaning. The white and yellow markings that were not pressure washed are not as visible.

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Photo 4



Runway Identifier Markings of Runway 18 that have not been cleaned

Photo 5



Runway Identifier Markings of Runway 36 that have been cleaned

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Photo 6



Taxiway markings showing extent of cleaning from the visible yellow to the yellow paint that has turned black

Maintenance Required

- ➔ The paint has turned black due to a fungus type growth in the paint. Pressure washing will help for a short period of time, but the paint will turn black again. Consult with the airport engineer to develop a plan to remark the runway. The remarking should be done as part of a runway rehabilitation project. See Section 7 of this report on page 9.

5. Wind Direction Indicator **Administrative Code 450-9-1-.12(5)**

State Licensing Standards

- ➔ Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

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Inspection Results

- The wind direction indicator (windsock) was inspected and found to be torn.

Maintenance Required

- The windsock must be replaced. It was noted that a new windsock had been delivered to the airport and was to be installed within 48 hours of this inspection.

Photo 7



Windsock assembly and segmented circle

6. Airport Lighting Administrative Code 450-9-1-.12(6)

State Licensing Standards

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

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Inspection Results

- The airport runway lighting system was inspected and found operational.
- There is no taxiway lighting system.
- There is no taxiway edge lighting on the new ramp.

7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

State Licensing Standards

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results

- The overall condition of the airport pavement surfaces was found to be in good condition; however there were cracks with vegetation in the paving lanes of the runway.
- There were areas of pavement on the runway and old ramp that are showing water damage.

Maintenance Required

- Remove all vegetation and seal the cracks in the runway.
- Remove areas of broken pavement and patch the removed areas with asphalt. This will require some of the base material to be removed and recompacted.
- The airport engineer should be consulted on the required maintenance of the paved areas of the airport. Plans should be formulated for the rehabilitation of the paved areas. These plans should include underdrains where required to keep the base of the runway and apron from becoming saturated in the future which will prevent pavement deterioration.

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Photo 8



Ramp showing deterioration due to water damage from beneath the pavement

Photo 9



Cracks in runway with vegetation

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Photo 10



Area on runway damaged by water

Photo 11



Area on runway damaged by water

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8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

State Licensing Standards

- ➔ Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- ➔ Grounding cables must be available.
- ➔ A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- ➔ Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results

- ➔ The fueling area meets the requirements established by the Alabama Department of Transportation. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Photo 12



Avgas fueling area

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Photo 13



Jet A fueling area

9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards

- ➔ Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results

- ➔ No prohibited activities were observed during the inspection.

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Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

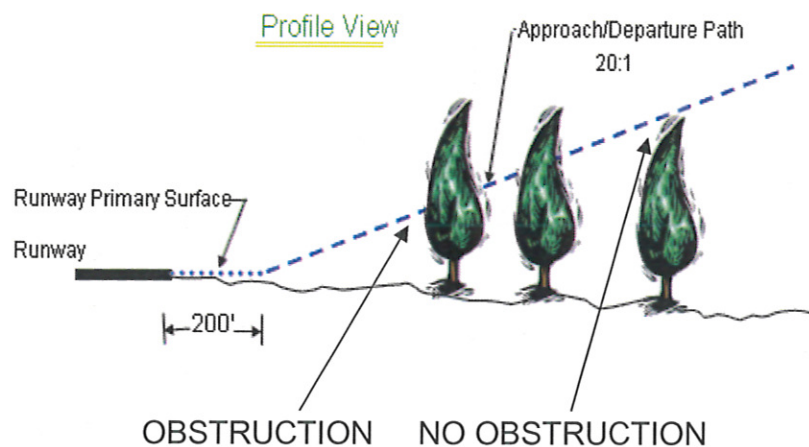
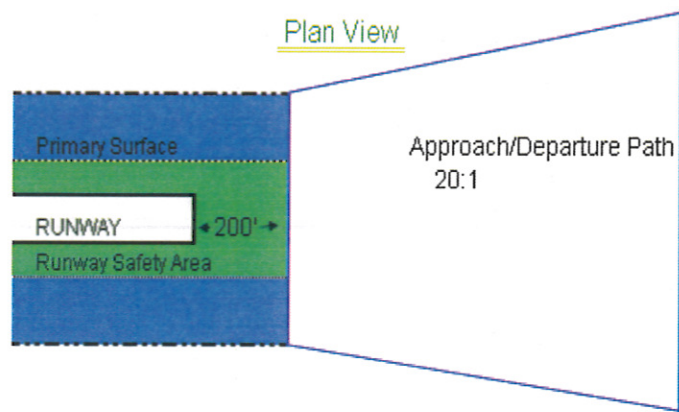
Inspection Area	Violation/Maintenance	Corrective Action
FAA Object Free Area	Maintenance	Remove obstructions
Airport Markings	Maintenance	Remark runway in accordance with FAA AC150/5340-1K "Standards for Airport Markings". Consult with the airport engineer.
Wind Direction Indicator	Maintenance	Repair/replace windsock
Runway Surface	Maintenance	Remove vegetation, clean and seal cracks. Consult with the airport engineer.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



APPENDIX 1